

Christy & Co
HUDSON'S BAY *Rutherford*
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K39
AND
RED RIVER SETTLEMENT:

WITH A
SHORT ACCOUNT OF THE COUNTRY,
AND THE
ROUTES IN 1857.

BY W. KERNAGHAN,
OF CHICAGO.

"Surely this project is the very madness of monopoly! Do the Hudson's Bay Company think they can shut out people from the direct road to the great West for ever?"

TORONTO GLOBE.

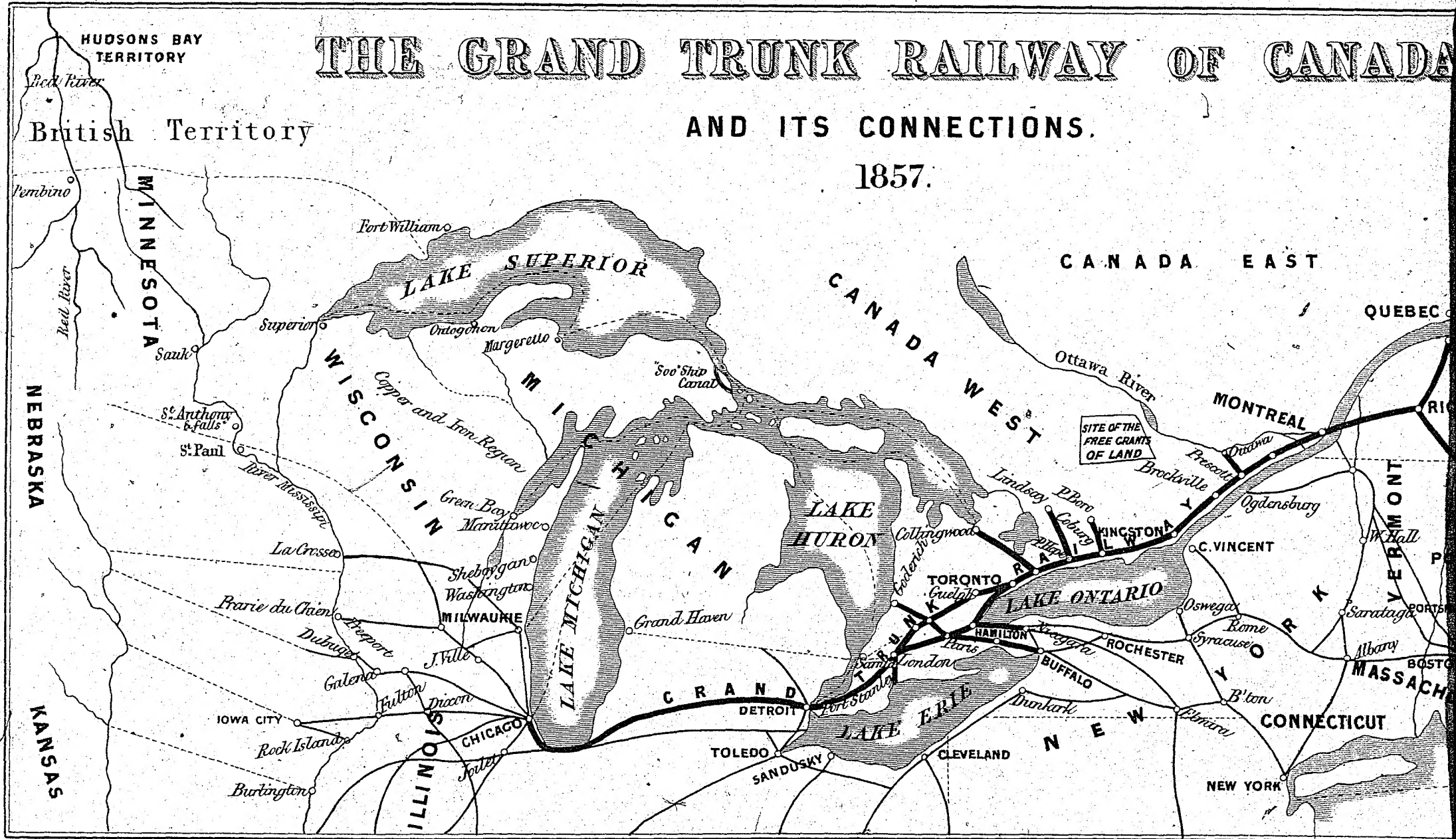
THESE PAGES ARE DEDICATED TO THE GENTLEMEN OF THE BRITISH AND COLONIAL PRESS, THANKING THEM FOR THEIR EXERTIONS IN AIDING TO PUT DOWN A MONOPOLY SO INJURIOUS TO THE COUNTRY.

LONDON:
ALGAR AND STREET, 11, CLEMENT'S LANE, LOMBARD STREET,
E. C.

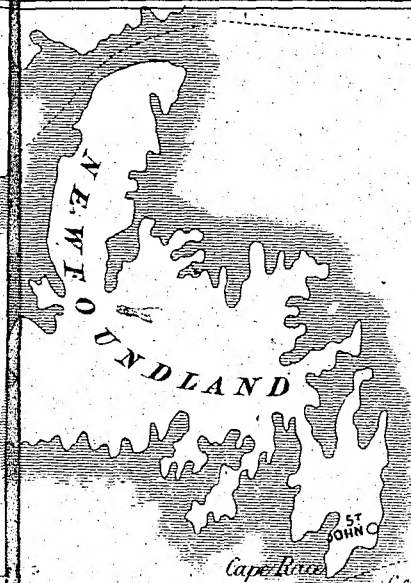
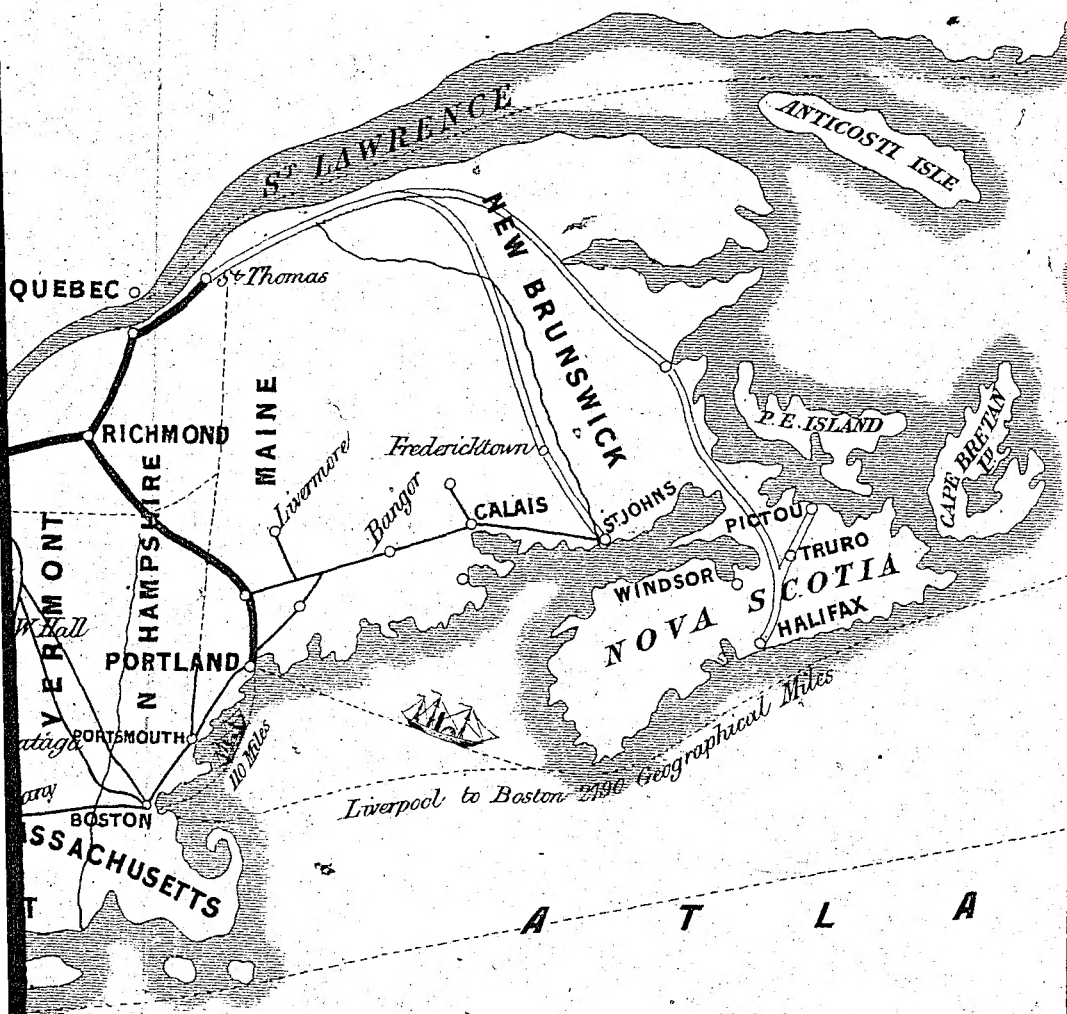
THE GRAND TRUNK RAILWAY OF CANADA

AND ITS CONNECTIONS.

1857.



CANADA

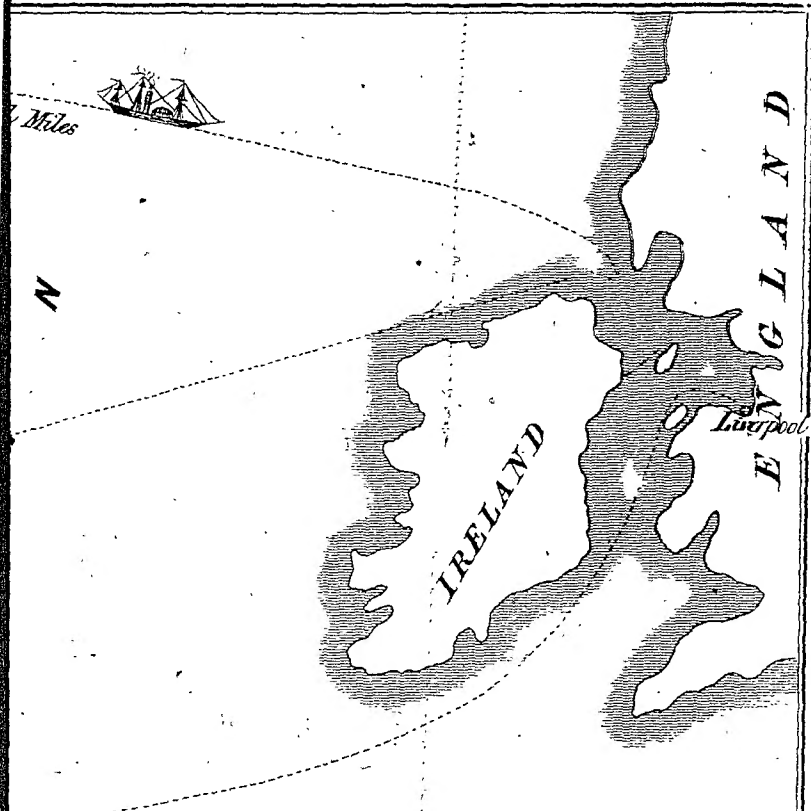


Liverpool to Quebec 2502 Geographical Miles

Liverpool to Portland 4750 Geographical Miles

Liverpool to Boston 2490 Geographical Miles

Liverpool to New York 2980 Geographical Miles

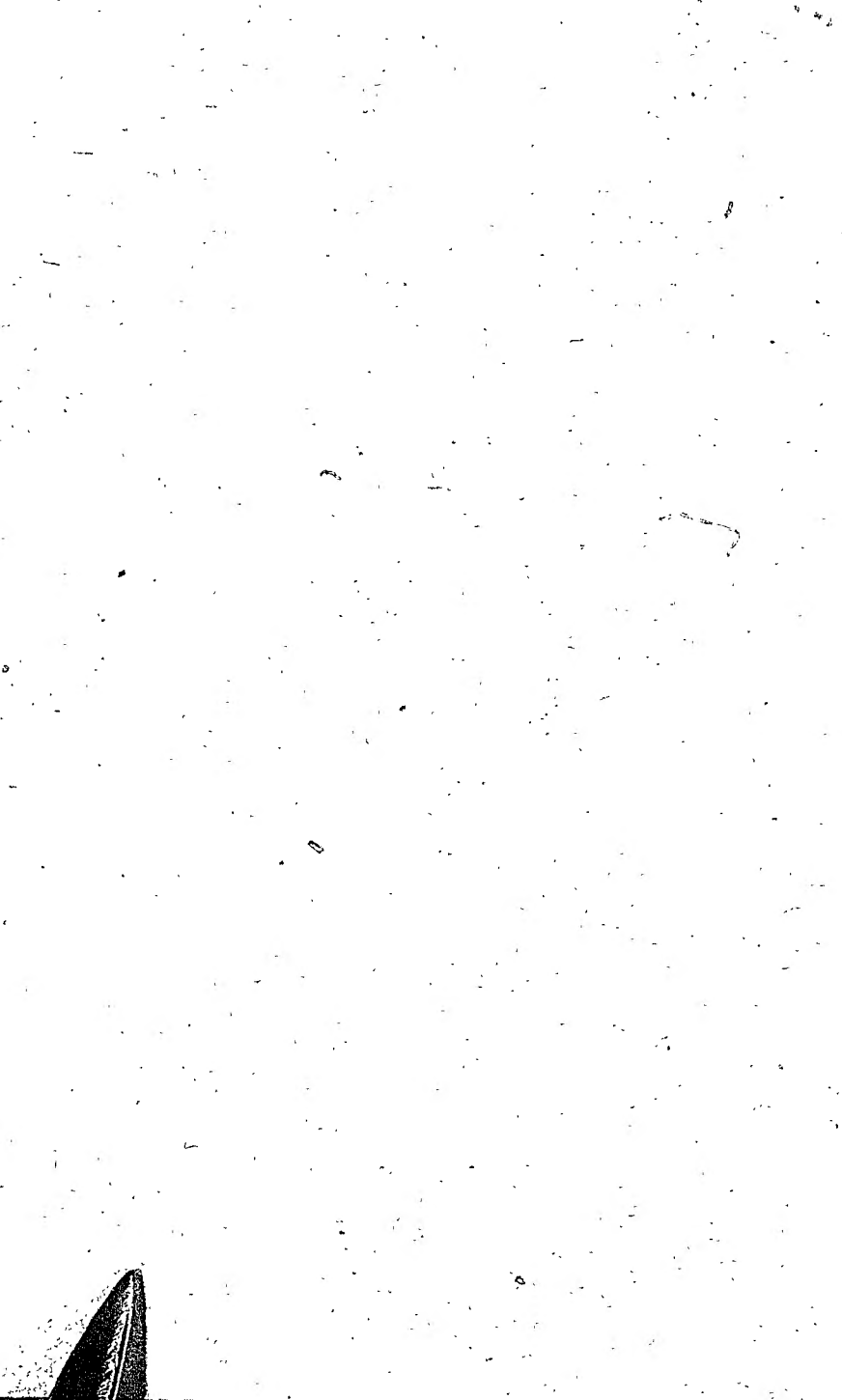


Statistical Miles

DISTANCES

<i>Portland</i>	<i>to</i>	<i>Montreal</i>	<i>292 Miles</i>
<i>Quebec</i>	<i>to</i>	<i>D^o</i>	<i>168</i>
<i>Montreal</i>	<i>to</i>	<i>Prescott</i>	<i>112</i>
<i>"</i>	<i>"</i>	<i>Ottawa City</i>	<i>162</i>
<i>"</i>	<i>"</i>	<i>Kingston</i>	<i>173</i>
<i>"</i>	<i>"</i>	<i>Toronto</i>	<i>333</i>
<i>Toronto</i>	<i>to</i>	<i>Hamilton</i>	<i>38</i>
<i>"</i>	<i>"</i>	<i>Detroit</i>	<i>223</i>
<i>"</i>	<i>"</i>	<i>Chicago</i>	<i>506</i>
<i>"</i>	<i>"</i>	<i>Collingwood</i>	<i>94</i>

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A SHORT ACCOUNT OF THE HUDSON'S BAY TERRITORY, WITH THE ROUTES TO THE RED RIVER, IN 1857.

THERE is a general impression that the territory of the Hudson's Bay Company is almost inaccessible, caused in a great measure by the tedious and dangerous route the Company use through the frozen waters of Hudson's Bay; as also, that it is unfit for cultivation and settlement. So far has the former prevailed, that the War Office this season, contrary to the wishes of the Canadians, have sent troops from Toronto to the Red River, a round of 3000 miles, with a delay of fifty to sixty days, at great risk to the men. The object of this small pamphlet will be to do away with these erroneous views.

As public attention is much directed to the Red River Settlement, from which there is a natural navigation of many thousand miles west to the Rocky Mountains, and north by Lake Winnipeg, we will take the various routes from the sea-coast to it, beginning with the great highway through Canada opened by the Grand Trunk and Great Western Railways, with their connections.

	FARES.			
	Miles	Hours	1st. Class	Emigrants
Quebec, per Grand Trunk to Windsor or Detroit ...	724	32	3 9 10	1 8 10
Detroit to Superior, per Steamer	750	80	3 10 0	1 5 0
Superior to Red River	250	by horses, waggons, and boats.		
Via Collingwood it would be a day less.				

If passengers preferred railroad travelling to that of the lakes, the Grand Trunk Railroad would book them to St. Paul, 1555 miles from Quebec, at £7 9s. 0d. first class, and £3 2s. 11d. third, in five days; or from Portland, 1679 miles, at four shillings extra. From St. Paul to the Red River is about 280 miles, part of which is done by steam on the upper

Mississippi to Sauk, and thence by waggons or boats. In the winter season the travelling is by sleighs.

From New York, Boston, Philadelphia, and Baltimore, the time and expense of railroad are about the same.

From New Orleans, passengers can have steam all the way to St. Paul, 1960 miles. Cabin, with meals, £10; deck, without meals, £3 10s. 0d. Time, sixteen days; or by landing at Cairo, and thence by Illinois Railroad to La Crosse, five days would be saved.

Steamers run from Buffalo, Cleveland, Sandusky, Detroit, and Chicago, to Superior, and from Collingwood to the Soo Canal, connecting there with the Superior steamers. Cabin fares, with meals, from £3 to £4; deck, £1 5s. 0d. Provisions can be had on board.

Transient steamers and sailing vessels, from 400 to 2000 tons, trade from Superior to all the Lake Ports and the St. Lawrence. Freights being, to or from the St. Lawrence, 40s.; Lake Ontario, 30s.; and Lake Erie, 25s. per ton. The imports being provisions, breadstuffs, and manufactured goods. Exports, copper, iron, and fish. Freights to or from Great Britain would be about 60s. to 70s. per ton.

In 1860, there will be rail all the way from New York and the Sea Coast to Pembina on the Red River, in eighty to ninety hours, when the Americans will be rivals with the Company in the fur trade, sending their furs to London in twenty days, while the Company only make one annual shipment from York. The Chicago and Fond Du Lac Railroad Company are extending their branches to Superior, Ontoganon, and Marquette on the lake, while the Minnesota Company are sending theirs to Pembina and Superior. From Great Britain the Red River can be reached either by lakes or St. Paul, in twenty-two to twenty-four days, being nearer in time than New York or Boston was to England before steam on the Atlantic.

The Pacific-coast to the west of the Rocky Mountains, with Vancouver's Island, can be reached by three routes, viz.: overland, round Cape Horn, or by Panama. Upwards of 100,000 went over the plains to California and Oregon, since 1849, with their cattle, waggons, and families. The journey took from 70 to 110 days. From the end of Lake Superior to Vancouver's Island it could be done in the same time. Sir George Simpson and party crossed, in 1841, in 47 days, from Red River to Fort Colville. The voyage round Cape Horn from Canada or Great Britain would average six months. The most rapid route is from Southampton or New York to Navy Bay, thence per rail to Panama, from which steamers run weekly

to San Francisco. There are no steamers from it to Vancouver's Island, but those for Puget's Sound come close to the territory. The Nicaraguan route has been for some time closed. Letters are delivered in San Francisco from New York in twenty-two days, and at Puget's Sound in twenty-six, and from England at San Francisco in twenty-eight. A weekly steamer should be put on the station to Victoria, Vancouver's Island.

Having seen that Red River can be reached from Quebec or New York by rail and steam at present in ten days, and from England in twelve more or twenty-two days, does it not seem strange that the Hudson's Bay Company will not adopt for passengers and furs this rapid and cheap route, but use the long, tedious, and dangerous voyage through the frozen waters of Hudson's Bay to the posts on Superior?

Their trade with the whole territory (as large as Russia in Europe, France and Austria together) only employs four vessels—two to the north-west coast, and two to Hudson's Bay; York Factory, their chief depôt there, being 700 miles from the Red River. The cost of bringing goods from England being, £5 per ton to York, and £24 thence to the settlement, or £29 all through, which no business could pay. As vessels of 400 tons can load in England and discharge their cargoes at Superior or Fort William, 250 and 300 miles from the settlement, goods could be delivered at Fort William at £3, with a cost of £8 more to Red River, or £11 all through, in half the time they would take by York,—Superior and York being about the same distance from England. In 1860, a railroad will be finished from Superior to Red River and St. Paul, for which Congress granted 4½ millions of acres. The ship canal, by Pigeon River and little Lake Winnipeg, (a bill for which General Cass introduced into the Michigan legislature) to connect Lake Winnipeg with the ocean, when finished, will be of great benefit to the country, enabling goods to be delivered at Red River from England at £5 per ton, or about one-sixth of the present cost; at the same rate they can ship tallow, beef, furs, grain, minerals, and other produce.

For vessels at present going out to Lake Superior, return cargoes of copper and iron can be got to Lake Ports.

In 1830, there was as little trade on Lakes Michigan, Superior, and Huron, as now on Lake Winnipeg. What a change in 1856!—Lake Michigan exporting over four millions of quarters of grain, with an immense quantity of beef, pork, bacon, and other goods, and importing over 100,000 tons of iron, and one million tons of timber; Lake Superior shipping large quantities of copper, iron, and fish: but then the states

round them have not been under the blighting influence of the Hudson's Bay Company, a monopoly opposed to colonization and trade. With free lands and free trade, the prairies in British America would rival those of Minnesota and Illinois. It must be remembered that our prairies are here. When the lands in Canada, New York, and Ohio, had to be conquered from the forest by the axe,—these, with those in Indiana, Missouri, and Minnesota, only require to be fenced.

It is now time to say something of the country lying between Lake Superior and the Rocky Mountains, as to its climate and fitness for settlement. It contains about 360,000 square miles, chiefly prairie, or land fit for the plough, interspersed with woods. The climate about the same as Canada West or Central Germany, being colder in winter and warmer in summer than England, with less rain. Sir George Simpson, Sir John Richardson, and other travellers describe it, between 49° and 55° north, as very fertile—the banks of the rivers equalling in richness and beauty those of the Thames, and admirably adapted for navigation. Captain Pope and party, sent a few years ago by the United States Government to explore, compare it, in beauty and fertility, to the prairies of Illinois, Iowa, and Minnesota, without being subject to fever and ague, the great curse of the Western States, with a natural navigation second only to the Mississippi and Ohio. Lake Winnipeg drains a larger and richer extent of country than the Great Lakes and the St. Lawrence. A glance at the map (Mr. Wyld has lately published one of the Hudson's Bay Territory) will show this great lake nearly 300 miles long, receiving the Assiniboine, Red River, and Winnipeg from the south, (the latter will connect it by Cass's ship-canal with Lake Superior and the ocean); the Saskewatchan in the north-west, with its branches flowing from the Rocky Mountains, nearly 800 miles long; the waters of Lakes Winnepegoose and Manitou, each of them 120 miles long, on the west, with several other rivers and lakes: the coast-line of lakes exceeding 2000 miles, with nearly 3000 of river navigation. To the west of Lake Winnipeg and Red River, the country is chiefly prairie, as good as Minnesota, (which has increased its population 180,000 in six years); but between Lake Winnipeg, the Lake of the Woods, Superior, and Hudson's Bay, there are immense forests, which, on the completion of the Minnesota railroads to the Red River, will be very valuable for supplying the prairie country and valley of the Mississippi. The Reciprocity Act, admitting the productions of the colonies, free of duty, to good markets in the United States, will be of great benefit to this country as well as Vancouver's

Island and Oregon: when free, the latter will find vent for their lumber, coals, and fish at San Francisco and California,—the Hudson's Bay Territory not being admitted to the benefits of the Reciprocity Act at present. The minerals through the country are very abundant,—coal, copper, and iron ore.

The climate of the Pacific coast between 49° and 54° resembles that of Great Britain, Indian corn not ripening, but wheat, rye, oats, and potatoes of the best quality are grown to perfection.

As the lease of the Company will expire in 1859, it is to be hoped that the country south of 57°, being fit for settlement, between Lake Superior and the Pacific, will be thrown open to trade and colonization under the Canadian Government. The immigration of Swedes, Norwegians, and Germans would be very great, as they would prefer British rule to that of the States.

No doubt, when railroads reach Lake Winnipeg in a few years, that the Americans, as well as the Colonists, will turn their attention to the shipment of their whale oil from the North Pacific by the McKenzie River, instead of round Cape Horn. The Toronto, Chicago, St. Louis, Red River, and Cincinnati merchants could thus successfully compete with the New Bedford and Cape Cod whalers, saving about 18,000 miles.

Rail and steam have done much for the great West. Sir George Simpson, in his travels round the world in 1841, took 38 days from Montreal to Red River, (returning in 1856 in one-fifth the time from Superior to Montreal,) which now can be done in 9 or 10. His book is well worth reading, as it gives almost a daily log of his observations, when passing over the north-west.

On the Pacific side, Congress, to encourage emigration, gives 160 acres free to settlers; the Company charging, north of 49°, 20s. per acre for their land of the same quality, reserving all royalties and minerals, as well as 2s. 6d. per ton on all coal mined.

It is no wonder that towns are rapidly rising, mills building, lines of steamers running on the American side, while all is waste under the Company. So it will remain, should their lease be extended.

The tide of emigration which has set in to Minnesota cannot be stemmed; it will cross the border; squatters will choose the best grounds, whether north or south of 49°; collisions will likely ensue, Judge Lynch assume his prerogative, vigilance committees execute their own laws: which can only be prevented by uniting the country to Canada, and opening it up to settlement. In some districts of Canada 100 acres have been given free to actual settlers; the same should be done here.

Grants of land should be made for railroads, canals, and improvement of the navigation, as by Congress for similar purposes in the United States.

If reasonable grants were made towards a railway from the western point of Lake Superior to Puget's Sound, near Vancouver's Island, all through British territory, no doubt the project would be as readily taken up by American and British capitalists, as the Illinois Central Railroad and Lake Superior Ship-canal were. When the Americans are disputing about the best of three lines through the States to the Pacific, the high road to China, a continuation of the Grand Trunk Railroad, might thus be made through British soil, nearly one-fourth of it being finished.

The trade of the great lakes is carried on by sailing vessels, propellers (screws), and paddle-steamers, from 300 to 2,000 tons burthen. The paddle-steamers are fitted up splendidly, (having a speed of 14 miles an hour, or more,) chiefly for passengers; the saloon of the "Great Metropolis," a boat launched in 1856, being 300 feet long. The propellers, with a speed of 10 to 12 miles an hour, are chiefly employed in freight; some of them carry 4,000 quarters of grain in their hold, besides several thousand barrels of flour, and other rolling freight on deck. Many clipper-schooners and barques are 170 feet keel, 32 beam, drawing with 700 tons only 10 feet water, provided with centre-boards, so that on a wind nothing can touch them drawing 20 feet. This class of vessels, drawing, half-loaded, 6 or 7 feet, was much wanted by our Government during the Russian war, as they could have gone up to St. Petersburg. In the Mexican war, the Americans, having no such vessels in their navy, chartered or purchased them at once, so that they got into the interior of the country by the Matamoras and other rivers. The registered shipping of the lakes may be about 400,000 tons American, and 90,000 tons British. What a vast field for the shipping, when the prairie lands of the Red River and Saskewatchan will be brought into cultivation, employing in a few years, under free trade, 500 to the one employed by the Company at present!

Last year the inhabitants of Red River, for the first time, left the Company's shop, and went to St. Paul, with 500 waggon-loads of produce and furs, returning with groceries, hardware, woollens, &c. 1200 waggon-were to go in 1857.

This year several parties from Toronto, and other towns in Canada and the States, have gone to it for the purpose of trade, well armed. It is to be hoped no collision will occur between them and the Company's servants. The Home Government has ordered troops from Toronto to it, sending them round by Hudson's Bay, a voyage of 4000 miles, to a place not 1000

miles distant, which called forth this strong language of the Attorney-General of Canada in his place in Parliament:—"That before long the red-tapists of the War Office would be convinced that there was a better route to the Red River than by Hudson's Bay." The *Toronto Globe* adding: "Surely this project is the very madness of monopoly. Do the Company think that they can shut out people from the direct road to the great West for ever?"

COPY OF THE TRADER'S LICENSE GRANTED BY THE COMPANY.

"On behalf of the Hudson's Bay Company, I hereby license to trade, and also ratify his having traded in English goods within the limits of the Red River Settlement. This Ratification and this License to be null and void from the beginning, in the event of his hereafter trafficking in furs, or generally of his usurping any whatever of all the privileges of the Hudson's Bay Company."

Goods of Traders had been seized and confiscated.

At the time of the Ashburton Treaty, the Company were much praised for their disinterestedness; public opinion soon changed on finding that large sums of money had been voted to them by Congress after the treaty was signed. It was said that, only for them, the mouth of the Columbia would have been the British boundary. Again, during the Russian war, had it not been for their bargain with the Russian Fur Company, Sitka and all Russian America would have been ours. The Committee of the House of Commons should be informed on both these subjects, and should know how much the Company have received, and are still to receive from Congress. It is a question whether this money belongs to the Company or the British Government.

Let us compare the country under the Company's rule with that free under the States and Canada, first taking the Red River Settlement. This had as great a population in 1821 as in 1856; so that there has been no improvement: while Canada West, without any prairie land, doubles its population in seven years. Minnesota, close to Red River, had 6000 in 1850, and 200,000 in 1857. Iowa increased 300,000; Wisconsin, 350,000; Illinois, 500,000 in six years. Under the Company there has been no increase of population in their territory, though the prairie lands are equally good in both; while the States of Illinois, Wisconsin, and Iowa, suffer much from fever and ague, unknown in Minnesota or the Red River and Company's lands.

On the Pacific coast, where we have the finest harbours, rich lands, valuable coal mines, with plenty of timber and fish, there has been no

settlement or improvement under the monopoly of the Company; while on the American side, numerous towns, mills, churches, steamers, newspapers, prove what an active population can do when left to themselves.

To know this, look north and south of 49°.

The whole Indian population is about 110,000. Lake Superior opens early in May, closing in December; Red River and Lake Winnipeg about the same time. Lake Superior, by the Sault Marie, Welland, and St. Lawrence canals, has direct communication with the ocean. Sailing vessels would reach England in fifty days; screws in half that time. Population of cities near the territory in 1857:—Toronto, 57,000; Chicago, 110,000; Milwaukee, 50,000; Dubuque, 30,000; St. Paul, 20,000; St. Louis, 140,000. In 1830, the population of all these did not exceed 25,000. Where are the towns in the Hudson's Bay territory?

The British Government have sent out Captain Palliser with a scientific party, under the Geographical Society (not by Hudson's Bay), to explore the country between Lake Superior and the Rocky Mountains. It would have tended much to the interests of shipping, trade, and agriculture; if gentlemen connected with these had accompanied the expedition to report on the soil, minerals, and navigation. The Canadian Parliament, as well as the Imperial, have committees sitting on the Hudson's Bay Company. When their reports are published, much information will be learned of a territory so little known; few, except the Company's servants, visiting it, and none before 1855 trading with the Red River.

The Chambers of Commerce, City Corporations, and other public bodies, should follow the example of those in Canada, by memorialising the House of Commons against a renewal of the Company's lease or charter. In 1749, London and the other commercial cities and towns of Great Britain did so—though the monopoly of the Company then extended only round Hudson's Bay, a locality comparatively unfit for cultivation.

The great Lakes shipped last season (nine-tenths by canal to New York) 6½ millions quarters of grain—this does not include the railway returns. When the prairie lands round Lake Winnipeg, connected by a ship canal with the lakes, are brought into cultivation, with free trade and no monopoly, how much greater will be the supplies of wheat, beef, and breadstuffs; and how different from them when under the Company, employing only four ships annually in the commerce of a country having 360,000 square miles of land as good naturally as Great Britain.

In 1856, the Canadas imported from the States produce &c. to the amount of £4,542,905, their total imports being £10,896,096, and exports

£8,011,754. The tonnage employed on the lakes and St. Lawrence in the coasting trade and the States, including steamers, ferry boats, sailing vessels, &c. for 1856, amounted to 12,245,167 tons; some of the ferry boats made several trips daily. The whole trade of the Hudson's Bay Company, over a territory larger than the rest of the British empire in all other parts of the world, was little over £400,000, employing three vessels. It is to be hoped that the Cabinets of St. James and Washington will carry out the wishes of the people in opening the country trade of the Lakes and St. Lawrence to both nations. The boards of trade of New York and other cities are in favour of such a change.

At the last sales of the Company in London, in March 1857, black bear-skins brought from 50s. to 100s., for which the Company gave the Indians two dozen brass buttons, two combs, or other goods, costing them one shilling. One beaver-skin being estimated as equal to one dozen yellow buttons, or one dozen needles; two beaver-skins being equal to two black bear-skins or three brown; silver fox-skins selling for £20 or more, for which the Indians only got five shillings-worth of goods. It is reported in Canada that the Company sold the Government, for our soldiers when perishing with cold in the Crimea, 80,000 buffalo robes at 40s. to 50s. currency, which cost them 5s. to 15s. If this be true, comment is useless.

The *Toronto Globe*, of 27th of June, states, that the Company were about getting from the Canadian Government all the harbours and mouths of rivers on the British side of Lake Superior, but that Parliament, on meeting, would refuse sanctioning any such unjust and illegal grants, which, if carried out, would give the Company the keys of the rich prairies on the Red River and Lake Winnipeg, thus locking the doors against the Canadians, and diverting the trade to the Americans.

The proposed grants were 6400 acres at each river, with the banks on both sides, five miles long by two deep—a total of 50,000 acres, at one farthing per acre. In the history of jobs it would be difficult to find a parallel to this.

At present, Canada is very much excited, thinking that the decision of the Committee of the British House of Commons may be favourable to the Company. The sending of troops to the peaceable district of the Red River at their request, the taking the long route by Hudson's Bay, with the late discovered land jobs of the harbours of Lake Superior, have further raised their indignation.

Surely the good sense of the Home Government will take such

measures as will allay the unpleasant feelings now entertained by the most loyal colonists of the British Crown, and that the brightest jewel will be preserved to it. The Canadians consider that all the country west of Lake Superior to the Pacific, with the valleys and prairies of the Saskewatchan and Lake Winnipeg, belongs to them, and not to the Company,—this territory having been acquired from France nearly 100 years after the grant to the Hudson's Bay Company,—and require that the claims of the Company ought to be decided by law, or by reference to the Privy Council in England, where they could be heard by counsel. This would be only just to both parties.

The petition of 570 inhabitants of the Red River to the Canadian Parliament is attached to this, which gives a plain, unvarnished tale of the disadvantages they labour under; and they expect that they will get from the British Legislature the same freedom as enjoyed by the other colonists in North America.

P E T I T I O N .

To the Honourable the Legislative Assembly of the Province of Canada,
in Parliament assembled.



The Petition of the undersigned inhabitants and natives of the settlement situated on the Red River, in the Assiniboine Country, British North America,

HUMBLY SHEWETH:

That many years ago a body of British emigrants were induced to settle in this country, under very flattering promises made to them by the late Earl of Selkirk, and under certain contracts.

All those promises and contracts, which had led them to hope that, protected by British laws, they would enjoy the fruits of their labour, have been evaded.

On the coalition of the rival companies, many of us, Europeans and Canadians, settled with our families around this nucleus of civilization in the wilderness, in full expectation that none would interrupt our enjoyment of those privileges which we believe to be ours by birth-right, and which are secured to all her Majesty's subjects in any other British Colony.

We have paid large sums of money to the Hudson's Bay Company for land, yet we cannot obtain deeds for the same. The Company's agents have made several attempts to force upon us deeds which would reduce ourselves and our posterity to the most abject slavery under that body. As evidence of this, we append a copy of such deeds as have been offered to us for signature.

Under what we believe to be a fictitious charter, but which the Company's agents have maintained to be the fundamental law of "Rupert's Land," we have been prevented the receiving in exchange the peltries of our country for any of the products of our labour, and have been forbidden giving peltries in exchange for any of the imported necessities of life, under the penalty of being imprisoned, and of having our property confiscated; we have been forbidden to take peltries in exchange even for food supplied to famishing Indians.

The Hudson's Bay Company's clerks, with an armed police, have entered into settlers' houses in quest of furs, and confiscated all they found. One poor settler, after having his goods seized, had his house burnt to the ground, and afterwards was conveyed prisoner to York Factory.

The Company's first legal adviser in this colony has declared our navigating the lakes and rivers between this colony and Hudson's Bay with any articles of our produce to be illegal. The same authority has declared our selling of English goods, in this colony, to be illegal.

On our annual commercial journeys into Minnesota, we have been pursued like felons, by armed constables, who searched our property, even by breaking open our trunks; all furs found were confiscated.

This interference with those of aboriginal descent had been carried to such extent, as to endanger the peace of the settlement.

Thus we, the inhabitants of this land, have been and are constrained to behold the valuable commercial productions of our country exported for the exclusive profit of a company of traders, who are strangers to ourselves and to our country.

We are by necessity compelled to use many articles of their importation, for which we pay from one hundred to four hundred per cent. on prime cost, while we are prohibited exporting those productions of our own country and industry, which we could exchange for the necessities of life.

This country is governed and legislated for by two distinct Legislative Councils, in constituting of which we have no voice; the members of the highest holding their office of Councillors by virtue of rank in the Company's service. This body passes laws affecting our interest; as for instance in 1845 it decreed that twenty per cent. duty would be levied on the imports of all who were suspected of trading in furs, this duty to be paid at York Factory. Again in 1854 the same body passed a resolution imposing 12½ per cent. on all the goods landed for the colony at York Factory.

The local legislature consists of the Governor, who is also Judge, and who holds his appointments from the Company. They are appointed by the same body, and are, with one or two exceptions, to a greater or less extent, dependant on that body. This Council imposes taxes, creates offences, and punishes the same by fines and imprisonments, (i.e.) The Governor and Council make the laws, judge the laws, and execute their own sentence. We have no voice in their selection, neither have we any constitutional means of controlling their action.

Our lands are fertile and easily cultivated, but the exclusive system of Hudson's Bay Company effectually prohibits the tiller of the soil, as well as the adventurer in any other industrial pursuit, from devoting his energies to those labours which, while producing

to the individual prosperity and wealth, contribute to the general advantage of the settlement at large.

Under this system our energies are paralyzed, and discontent is increasing to such a degree that events fatal to British interest, and particularly to the interest of Canada, and even to civilization and humanity, may soon take place.

Our country is bordering on Minnesota Territory; a trade for some years has been carried on between us. We are there met by very high duties on all articles which we import into that territory, the benefits of the Reciprocity Treaty not being extended to us. Notwithstanding this the trade has gone on increasing, and will continue to do so; we have already great cause to envy those laws and those commercial advantages which we see enjoyed by our neighbours, and which, wherever they exist, are productive of prosperity and wealth.

As British subjects we desire that the same liberty and freedom of commerce, as well as security of property, may be granted to us, as is enjoyed in all other possessions of the British Crown, which liberty is become essentially necessary to our prosperity and to the tranquillity of this colony.

We believe that the colony in which we live is a portion of that territory which became attached to the crown of England by the Treaty of 1763, and that the dominion heretofore exercised by the Hudson's Bay Company is an usurpation antagonistic to civilisation and to the best interests of the Canadian people, whose laws being extended to us will guarantee the enjoyment of those rights and liberties which would leave us nothing to envy in the institutions of the neighbouring territory.

When we contemplate the mighty tide of immigration which has flowed towards the North these six years past, and has already filled the valley of the Upper Mississippi with settlers, and which will this year flow over the height of land and fill up the valley of the Red River, is there no danger of being carried away by that flood, and that we may thereby lose our nationality? We love the British name! We are proud of that glorious fabric, the British Constitution, raised by the wisdom, cemented and hallowed by the blood of our forefathers.

We have represented our grievances to the Imperial Government, but we have not been heard, and much less have our grievances been redressed. It would seem, therefore, that we have no other choice than the Canadian Plough and Printing Press, or the American Rifle and Fugitive Slave-law.

We, therefore, as dutiful and loyal subjects of the British Crown, humbly pray that Your Honourable House will take into your immediate consideration the subject of this our petition, and that such measures may be devised and adopted as will extend to us the protection of the Canadian Government, laws and institutions, and make us equal participators in those rights and liberties enjoyed by British subjects in whatever part of the world they reside.

Wherefore your Petitioners will ever pray.

(Signed),

RODERICK KENNEDY,
and 570 others.

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THE CANADIAN NEWS,

AND
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The distances from the Stations on the Grand Trunk Railway, nearest to and most convenient for the Free Grants Land, are—

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C. P. RONEY, Secretary.

